

BASS, LIGHT
GRAVITY ALE
\$2.50 Per Dozen Pints
IND. COOPE'S STOUT
\$2.35 Per Dozen Pints
H. Price & Co.,
195

The China Mail.

ESTABLISHED 1845.

CANADIAN
CLUB
WHISKY
\$20.00 Per Dozen
H. Price & Co.
195

No. 13,142

號六十月五年五零百九千一英

HONGKONG, TUESDAY, MAY 16, 1905.

日三十月四年巳乙

PRICE, \$3.00 Per Month.

MACGOWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
charges, may be paid by sender
or otherwise as desired.
Goods received for Storage, Packing,
Shipping or Transshipment.
Estimates for Freight and other charges
upon receipt of Goods. Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1810

Intimations.

KOWLOON BOWLING GREEN CLUB.

A PROMENADE CONCERT will be
held at the GREENS, Austin Road,
Kowloon, on SATURDAY, 20th inst.,
commencing at 8.15 p.m. prompt.
Tickets 50 Cents each, can be had from
Members of Club.

D. GOW,
Hon. Secretary.

Hongkong, May 15, 1905. 950

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous
goods for Storage in well ventilated
and lighted EUROPEAN FIRST-CLASS
GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 3/8% only.
For Particulars, apply to
LUTGENS, EINSTAMANN & CO.
Hongkong, May 13, 1905. 900

NOTICE.

ON and after to-day Mr. H. M. TIBBY
will sign our Firm per pro.
MACGREGOR EROS & GOW.
Hongkong, May 12, 1905. 954

NOTICE.

WE have this day withdrawn our Power
of Attorney in favour of Mr.
ERNEST J. MOSS the late Manager of
our FOCHOW BRANCH, who is no
longer in the employ of our Firm.
DODD & CO., LD.
Hongkong, May 9, 1905. 844

FIVE POINTS

ABOUT

'SINGER' SEWING-MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1262

COTTAM & CO.

High-class Outfitters.

NEW LINE SUMMER GOODS.
WHITE GAUZE SHIRTS.
WHITE TUNIC SHIRTS.
PYJAMA SUITS.
BOSTON GARTERS.
WHITE GAUZE UNDERWEAR.
TENNIS SHOES.
BADEN POWELL COLLARS.
STRAW HATS.
THE LATEST STYLE PANTALON HATS.
THE LATEST STYLE SUN HAT.
THE LATEST STYLE SUN HAT.
THE LATEST STYLE SUN HAT.
WHITE DRILL POLO HELMETS.
WHITE DRILL HATS.
THE NEWEST THING IN SUMMER
WAISTCOATS.
THE LATEST IN FASHIONABLE
NECKWEAR.
INSPECTION INVITED.
HONGKONG HOTEL BUILDINGS.
Hongkong, May 8, 1905. 892

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE QUEEN

Supplied at all the Leading Clubs and
Hotels and in all the principal
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: OFFICES & STORES:
416 KOWLOON BAY. No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain R. D. Thomas.
s.s. FAIRHALL, 2,320 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lousius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Bulchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 875 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route and back) every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
20, WYNDHAM STREET.
Hongkong, September 5, 1904. 1836

HARRIS KEENEY COMPANY

DESIGNS and PATTERNS for MAY 1st, they will OPEN A SHOW ROOM in PEDDER
STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-grade FIDRE, RATTAN and HARDWOOD
FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

IF YOU WANT A GOOD STEAK
VISIT

SAM NEWMAN'S SILVER GRILL ROOMS.

37, DES VOEUX ROAD.
Hongkong, March 23, 1905. 509

Mrs J. H. PIKE
OF
NEW YORK AND SAN FRANCISCO.

WILL be in Hongkong about MAY
1st, with all the latest SPRING
NOVELTIES in LADIES' NECKWEAR,
HOSIERY, BELTS, SHOES, WAISTS, HATS
and GOWNS, and will display the Goods at
the HONGKONG HOTEL.
Hongkong, May 11, 1905. 851

BOARD AND ROOM WANTED.

IN a FAMILY, for YOUNG GENTLE-
MAN to arrive shortly about \$100.
Apply "C. P. B."
Care of "CHINA MAIL" Office.
Hongkong, April 18, 1905. 811

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

CHEE WING & CO.

28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS STEEL
IRON WARE, &c.
STEEL GIRDERS AND TRUSSES.
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur
ENLARGEMENTS A SPECIAL FEATURE.

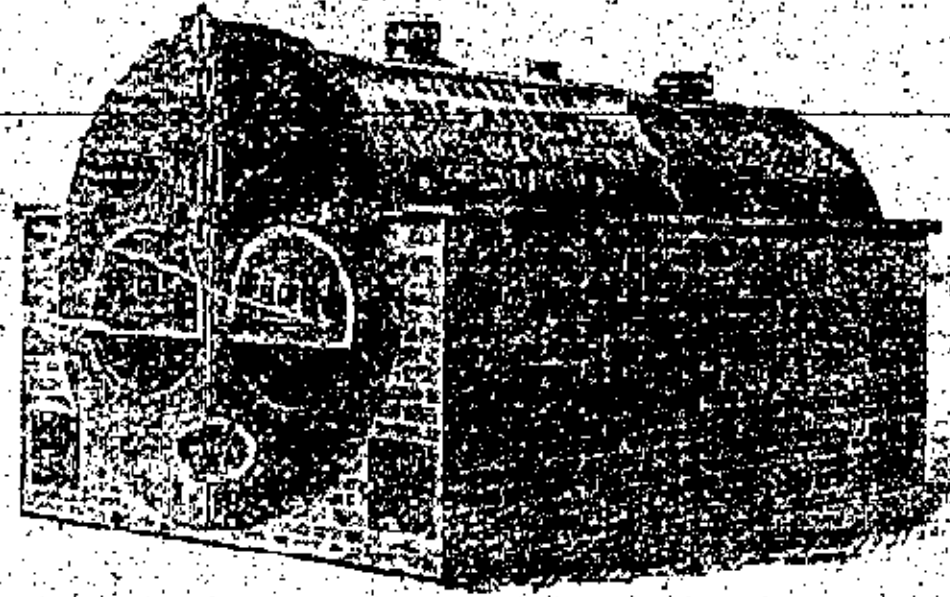
BRANCH
HONGKONG HONG KONG

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.
OR SUPPLIED IN
Bags of 1 cwt. each.
OFFICE: 5, DES VOEUX ROAD.

LANE CRAWFORD & CO.

LADIES' DEPARTMENT.

WE HAVE JUST RECEIVED
A NEW SHIPMENT OF
SUMMER COSTUMES.

IN WHITE AND COLOURED MUSLIN,
Embroidered Linen & Voile, Coloured Delaine, etc.

EXCEPTIONAL VALUE. INSPECTION INVITED.
LANE, CRAWFORD & CO.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1956

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
Open to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms: From 12s. per day. TOWN OFFICE: 3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: "PEACEFUL." 18

KELLY & WALSH, LTD.

COMMERCIAL
PRINTING.
LOWEST PRICES
BEST WORK.
EUROPEAN SUPERVISION.
ESTIMATES FREE.
NEW PLANT.
NEW TYPE.
ACCOUNT BOOKS
TO ORDER.
Intercepted Letters, A Mild Satire
on Hongkong Society, by 'Bobby' \$1.75
Hazell's Annual, 1905, ... 3.00
The Marriage of William Ashe, by
Mrs. Humphrey Ward ... 1.75
The Profoundest, by Hall Caine ... 1.75
Traffics and Discoveries, by Rudyard
Kipling ... 1.75
Neutrons, by J. Conrad ... 1.75
Old Grogan Graham, More Letters
from a Self-Made Merchant to His
Son, by H. Bormer ... 1.75
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Wells ... 1.75
God's Good Man, by Marie Corelli ... 1.75
The Return of Sherlock Holmes, by
Sir A. Conan Doyle ... 1.75
Sea Pictures, by P. J. Baillan ... 1.75
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The Loves of Miss Anne, by S. R.
Crockett ... 1.75
Mrs. Galer's Business, by Pett Ridge ... 1.75
Diastone Lams, by W. W. Jacobs ... 1.75
The Watchers, by A. E. W. Mason ... 1.75
YACHTING IN HONGKONG.
A Retrospect, with some hints on
small yacht racing.
By F. H. MAY, C.M.O.
Illus. from photos. ... 5.00

GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

WHISKIES.
MacIntosh, 10 Years Old Whisky ... Per Dozen \$10.00
Gregor & Co.'s Imperial Highland ... 10.00
Gregor & Co.'s Club, A. I. ... 15.00
Gregor & Co.'s Royal Old Highland ... 24.00
J. B. D. Plain ... 11.75
J. B. D. ... 14.25
ABSOLUTELY THE FINEST OBTAINABLE IN HONGKONG.
N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to
our Customers all the advantages accruing from bottling done at Home under the direct
superintendence of the Growers and Distillers as compared to bottling in China by Chinese
men at the Service of European Firms.

34, QUEEN'S ROAD CENTRAL, First Floor.
(W. Powell & Co.'s Old Premises).
Hongkong, May 10, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2053

FAIRALL & CO.

ARE SHOWING A NEW ASSORTMENT OF
MUSLINS, VOILES, LINENS and
EMBROIDERIES,
SUMMER MILLINERY, etc.

EVERYTHING SUITABLE FOR THE PRESENT SEASON.
Hongkong, April 22, 1905. 1095

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER. 52

THOMAS' HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1418

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Navy as I Know It, by Free-
man ... \$18.50
New Wall Map of China in 4 Sheets 14.00
Marine Engines and Boilers, by Bauer
and Robertson ... 15.50
Murray's Guide to India, Ceylon, &c. 10.00
Darwin's Variations, Animals Plants,
&c.; 2 Vols. ... 4.50
Out-door Handy Book, by Beard ... 4.70
The Mechanisms of the Myo-card, by
Cecil Lewis ... 3.50
Lives and Its Mysteries, by Widdell ... 20.00
Macao; the Holy City, &c., by
Dyer Ball ... 1.75
Foster's Bridge Manual and Bridge
Tactics, each ... 2.70

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

ESTABLISHED—1864
Hongkong, April 24, 1905

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT
MERCHANTS,
15, Queen's Road.

Telephone No. 75.

ESTABLISHED—1864

Hongkong, April 24, 1905

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINK-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCLULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
HASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
MITSU BUSSAN KAISHA
(MITSU & CO.)
HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LOYDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102, HONG STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimono, Moji, Waka,
Matsuyama, Karatsu, Nagasaki, Kuchikotsu, Saego, Maizuru, Miya, Hakodate,
Taipei, etc.
Telegraphic Address: 'MITSU' (A.B.O. and A 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamao, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honjo, Kanada, Fujinohara, Mameda, Mannouri,
Ogura, Otsu, Sashima, Tsubakura, Yoshinohara, Yoshio, Yumoto, and other
Coals.
S. MINAMI, Manager, Hongkong.
Hongkong, May 31, 1904.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Oakey's WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY.
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES.
JOHN OAKEY & SONS
BLACK LEAD MILLS LONDON
JOHN OAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD. **SALT.**
'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.—European Mail.
CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without this you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.
by J. C. ENO'S Patent.
Sold by Chemists, etc., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gastric Troubles, Bilious Affections,
Salt and most
Gentle Medicine for
Infants, Children,
Dietary Excesses,
and the
Sickening of Pregnancy.
DINNEFORD'S MAGNESIA

BRETEL FRERES' BUTTER — THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

MITSU BISHI CO.
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.
Cable Address: 'IWASAKI'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.
A1, ABC 5th EDITION, WESTERN
UNION CODES USED.
ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.
BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.
AGENCIES.
SHANGHAI: H. J. H. TREPPE.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & Co.
MANILA: MACDONALD & Co.
CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
ways; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korea and America.
SOLE PROPRIETORS of Takashima,
Oshi, Shinetsu, Nanzatsu and Kami-
Yamada Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzon Coal.
Sole Agents for Kio, Komatsu (Tagawa)
and Yashiro Collieries (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.
S. MINAMI, Manager, Hongkong.
Hongkong, March 11, 1905.

ROYAL TOBACCO FACTORY.

3; BEACONSFIELD ARCADE.
HAYE always a FRESH SUPPLY of
TURKISH TOBACCO, OR EGYPTIAN
CIGARETTES are fresh, as we
make them every day. We can recommend
them as First-class Smokes. We receive
our Tobacco from Egypt by every
mail. A Trial Order will satisfy the most
suspicious. We defy competition.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905.

NOTICE.

MR. A. H. W. of Messrs. Che San Bros,
of Yokohama, Bookbinders, etc., begs
to inform the Public of Hongkong that he
has opened a Branch in this Colony, at
No. 15, Robinson Street, under the sign
of THE SAN BROTHERS, and is prepared
to execute all kinds of GENERAL JOB
PRINTING, RUBBER STAMP MAKING, COP-
PER-PLATE PRINTING AND ENGRAVING,
STATIONERY, DRAFT FORMS AND ACCOUNT
BOOKS.
All Orders will be attended to and ex-
ecuted in the shortest time, and the Firm
hopes to be favoured with the kind
patronage of the Public.
Hongkong, December 5, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTORIA,
B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE as
before, by the Steamers of the NORTH-
WESTERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.
For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, May 30, 1904.

QUONG HING LUNG,
FIRST-CLASS
Tailor and Outfitter.
30 YEARS' EXPERIENCE IN U.S.A.
UP-TO-DATE CUTTER.
PERFECT FIT GUARANTEED.
FANCY GOODS DEALER.
PRICES VERY LOW.
No. 98, Queen's Road Central,
Hongkong.
Hongkong, September 14, 1904.

Intimations.

WILLIAM POWELL, LIMITED.
NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of WILLIAM POWELL
LIMITED, will be held at the Premises of
the Company, at Alexandra Buildings,
Des Voeux Road Central, Hongkong, on
THURSDAY, the 18th day of May, 1905,
at 12 o'clock Noon, when the following
Resolutions will be proposed:
Should the said Resolutions be passed by
the requisite majority they will be sub-
mitted for confirmation at a Special Resolu-
tions to be subsequently convened.
(1) That the Capital of the Company be
increased from \$120,000 to \$150,000 by
the creation of 5,000 New Shares of
\$3.00 each.
(2) That such new shares be offered to
those persons who are registered as Share-
holders of the Company on the First day
of July, 1905, in the proportion of one New
Share for every complete Four Shares held
by them on the First of July, 1905.
(3) That the Amount due for the New
Shares be called up on the Fourth of
August, 1905, and that the New Shares
Rank for Dividend, with the Original
Shares from July 1st, 1905.
By Order of the Board of Directors,
E. A. MOUNTFORD WILLIAMS,
Secretary.
Hongkong, May 10, 1905.

A. S. WATSON & CO., LIMITED.
NOTICE IS HEREBY GIVEN that the
TWENTIETH ANNUAL
ORDINARY GENERAL MEETING of
the Company (since its registration) will be
held at the OFFICES of the COMPANY
in Alexandra Buildings, on SATURDAY,
the 27th instant, at half-past Eleven o'clock
in the forenoon, for the purpose of receiving
the Report of the General Managers together
with a Statement of Accounts to the
31st December, 1904.
THE REGISTER of SHARES will be
CLOSED from MONDAY, the 22nd inst., to
MONDAY, the 27th inst., both days
inclusive during which period no Transfer
of Shares can be registered.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 15, 1905.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS,
14, QUEEN'S ROAD, FIRST FLOOR.
HAYE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
figure of \$1.50 each, 5% on wholesale
orders.
The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.
WE DEFFY COMPETITION.
INSPECTION INVITED.
Hongkong, March 3, 1905.

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Hairdressing Hall at
the above address. We make Cleanliness a
Speciality.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 10, 1905.

NIPPON LAUNDRY.
No. 52 AND 53, PRAYA EAST.
ALL Work done in this Establishment
is promptly executed. Neatness a
Speciality. Ironing and Washing done by
experienced Japanese. Prices Moderate.
G. MONY, Proprietor.
Hongkong, February 13, 1905.

CARMICHAEL AND CLARKE.
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL', HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1905.

WEEKLY NEWS FOR HOME.

The Overland China Mail
Published to suit the Departure
of each English and French
Mail Steamers to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
'CHINA MAIL' OFFICE,
5, WYNDHAM STREET, HONGKONG

EAST PRAYA RECLAMATION SCHEME.
AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.
The Full Details Printed in Pamphlet Form.
NOW READY.
Copies may be had of 'CHINA MAIL' OFFICE.
Price 50 Cents each.

Intimations.

IT'S RAINIER BEER
I DID, I DO.
I WILL ALWAYS
SHEAR RAINIER
FOR
REFRESHMENT
AFTER
RECREATION.
M. J. CONNELL,
Distributing Agents.
FOR SALE BY ALL DEALERS.
Hongkong, May 13, 1905.

To Let.
TO LET—UNFURNISHED AT THE
PEAK.
WITH IMMEDIATE ENTRY.
LEE MUN, Barker Road, containing
2 Reception Rooms, 4 Good Bed-
rooms, Excellent Bathrooms and Servants'
Quarters. The house is comparatively new
and is in excellent repair, and splendid
view of the Harbour and very convenient
for Tramway Station at Plantation Road.
Apply to
RUSSO-CHINESE BANK.
Hongkong, May 9, 1905.

To Let.
MEIRION No. 2, THE PEAK. From
the 1st JUNE, 1905.
Apply to
E. JONES HUGHES.
Hongkong, May 11, 1905.

To Let.
A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, BIFON TERRACE.
PLATS in MONTEBELL TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, Con-
naught Road (near Black Pier).
GODOWN'S PRATA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, March 7, 1905.

To Let.
SUITABLE FOR OFFICES.
2 ROOMS IN PRINCES BUILDINGS.
Apply to
LAUTS, WEGENER & CO.
Hongkong, March 3, 1905.

To Let.
IN KNOX ROAD TERRACE. A Comfortable
FURNISHED FRONT BED-ROOM
with Board.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, May 6, 1905.

To Let.
No. 12, KNOTSFORD TERRACE,
KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, May 4, 1905.

To Let.
AN UNFURNISHED ROOM and
BATHROOM, suitable for a Bache-
lor, at No. 3, DUDLEY STREET.
Also a GODOWN, Cheap Rental.
Apply to
MEWEN, FRICKEL & CO.
Hongkong, May 5, 1905.

To Let.
FURNISHED ROOM, with Board, with
Tennis Court, near Kowloon Ferry,
Kowloon.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, April 5, 1905.

To Let.
IMMEDIATE POSSESSION.
ELEGANT SUITE ROOMS next to
General Post Office in Queen's Road
Central. Suitable for Offices or Dental
Partners, apply
Box No. 418.
Hongkong, April 24, 1905.

To Let.
IN KOWLOON.
A Most Desirable RESIDENCE suitable
for Boarding House, 12 ROOMS.
Moderate Rent. For Particulars, apply to
'B.'
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 25, 1905.

**THE COMMERCIAL LAW AFFEC-
TING CHINESE.**
With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office.
Price \$1.00.

JAPAN AND THE PHILIPPINES.

JAPANESE DOMINION.
On March 18 the *Collegian* published a
cablegram from Washington as follows:
Congressman Hull, chairman of the House
Committee on Military Affairs, says: 'I
anticipate the United States must call the
Philippines to Japan or fight that nation.'
This utterance created a profound sen-
sation in the United States and a greater one
in Europe and Japan. The newspapers of
America and Europe commented on the
statement at length. Some of these com-
ments are as follows:
The *Washington Post* said: 'Congress-
man J. A. T. Hull declares that the
Japanese are even now planning to insist
on possession of the Philippines as soon as
convenient after the conclusion of their war
with Russia.'
'I know where I stand,' said Con-
gressman Hull. 'There is every reason
to fear that we will be facing just this
situation sooner than any of us are willing
to realize. The Japanese feel that they
could handle the Philippines better than
any other nation; they need the commerce
and the business opportunities of the islands
and they feel certain now of their ability to
defeat any western nation. They are get-
ting ready to enforce a policy of Asia for
Asiaties and that means expulsion of the
United States just as soon as they are free
to do so.'
'The situation is regarded at Washington
as menacing; not immediately so, perhaps,
but certain to develop dangerous phases as
soon as the present war is over. The
United States will have to roll the islands
or fight to keep them. If we have to fight
it will be at a tremendous disadvantage
owing to our distance. We will be in the
same situation that Russia is, and the only
thing that will save us from defeat will be
to possess a navy that Japan will not dare
to fight. For this reason I feel that we
cannot afford to stop naval development,
but rather should accept a plan of expan-
sion based on keeping a greater force in
the Pacific than Japan can maintain.'
Commenting on the above, the *Washington
Star* says: Representative Hull of Illinois
is apprehensive of trouble with Japan over
the Philippines. Flashed with her success
over Russia, she will, he thinks, aspire to
rule that part of the world, and we shall
either have to sell the archipelago to her,
or fight her to retain it. And so the Iowa
statesman finds an argument for a still
stronger American navy.
This is by no means a wise or reasonable
delirium. We want a strong navy, but
the argument in favor of it is general. To
base it on Japan's development and ex-
hibition of power is out of the question.
That, in effect, would be to challenge a
country which is on terms of sincere friend-
ship with us. Moreover, we wish her
success in her present undertaking. Her
complete triumph over Russia will be more
than agreeable to us. It is absurd there-
fore to talk about warning on the sea against
Japan. Our naval programme grows out of
the fact of world competition. As all other
great nations have strong fighting machines
we must have one too. It is a question of
being in the fashion and on the safe side.
And then, what argument is there against
accepting this immediate challenge to Japan?
She did not bring on the war with Russia.
She tried by every honorable means to
avoid it. If Russia had kept her promises
to Japan and to the other powers about
Manchuria there would have been no war.
The present struggle, therefore, represents
no exhibition of land hunger and conquest
on Japan's part but only the praiseworthy
spirit of self-preservation. Seeing that
Russia was spreading out to her detriment
and against a positive agreement on Rus-
sian part Japan purged her self-defence,
draw the sword. Why should we sus-
pect Japan of a purpose to play the part
of a bad neighbor toward us as soon as she
has settled her score with a bad neighbor
of her own?
We did not have Japan in view when we
went to the Philippines, and our purpose
to remain in, of course, wholly without
regard to her. Our policies are our own,
and are our own, and are without intention-
al unfriendliness toward any power. But
there is probably no power which ex-
periences more actual and real presence in
the Philippines than Japan. She is one
of our best friends, and has good reason to
know that wherever our flag is planted
improvement follows, and where there is
improvement a progressive country like
herself has occasion to rejoice.
Later, the *Star* said:
Representative Hull seems to have been
misquoted in the matter of Japan and the
Philippines. In what he said he was
indulging in some general speculation.
He did not allude to a sale of the islands
to Japan at all, and with reference to force
mainly to the point that Japan might
attempt if the spirit of the conqueror seized
her.
For Nervous Exhaustion
CHAPOTEAUT'S
Phosphoglycerate
OF LIME
A French Preparation
of the Nervous System.
For Nerve-weakness, prostration,
neuritis, neurasthenia, hysteria,
epilepsy, etc., etc. It is a
valuable, agreeable and
effective remedy.
PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)
PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)
Sole Importers: H. J. H. TREPPE
For Sale by A. S. WATSON & Co., Ltd.

PLAQUE PRECAUTIONS IN BOMBAY

Bombay, April 16.

The Government of Bombay have issued orders relative to the proposed by Dr. Turner, Executive Health Officer, Bombay, for the encouragement of inoculation by giving a guarantee of payment of Rs. 100 compensation to the nearest heir of any person who dies of plague within a year of having been inoculated with Professor Haffkine's prophylactic vaccine.

The Resolution says: This cannot be termed a scheme of insurance, for all schemes of insurance are based on the presumption that the insured pay premiums the aggregate of which suffices to meet the claims of those to whom payment has to be made on the death of the insured. It is simply a form of pecuniary inducement to persons to be inoculated and the Government regret they cannot entertain the proposal, which is opposed to a long-recognized principle that it must be left entirely to the people themselves to determine whether they will be inoculated, and that there should be neither compulsion of any form nor pecuniary inducement.

Dr. Turner's scheme might be modified so as to form one of insurance, and as such might attract the attention of officers which would insure their business, but the Government cannot embark upon an undertaking of the kind.

The opportunity afforded by the publication of these orders may, however, be taken to state that the Government are fully convinced of the advantages of inoculation when carefully performed. The lecture given by the Director of the Plague Research Laboratory at the recent Bombay Exhibition, which contains particulars regarding the preparation of vaccine and results of its use in simple language, has been published with their consent and widely distributed. It is now about to be reprinted and translated in an abbreviated form into the vernacular of the Presidency.

Facilities for performing inoculation will be arranged for wherever there is an indication that they are desired. From the course of the epidemic during the past years there is every reason to fear that it will gain strength after two or three months in the Southern Districts and States of the Presidency, and a little later in the northern Deccan and Gujarat. The present, therefore, is the time for action. If operations could be begun in time so that a considerable proportion of the inhabitants of the areas likely to be affected are made immune even for a period of six months, the Government are convinced that thousands of lives might be saved. It remains for those who by their superior education are able to appreciate the evidence before them to exert their influence with the more ignorant of their fellow countrymen and induce them to take advantage of the means of protection which science has placed within their reach.

Lord Kitchener's Position.

A telegram from London, dated May 4, states that Mr. Dalziel having enquired whether there was any official information that Lord Kitchener was dissatisfied with the existing conditions attaching to his post, Mr. Brodick said that Army Administration in India had been the subject of correspondence between the Home and Indian Governments. It was at present under the consideration of His Majesty's Government. He declined to lay Lord Kitchener's memorandum on the table because it was part of the correspondence. Mr. McNeill asked if Lord Kitchener had resigned. Mr. Brodick did not reply.

ASHAMED TO GO OUT!

SERIOUS RESULTS OF LIVER COMPLAINT. BILE BEANS AGAIN CURE.

AN attack of liver complaint is often a very far-reaching in its effects. Such irregularities as pimples and blotches on the face, discoloring of the skin, etc., are certain signs of liver disorder, and the only effectual way to remove these is by getting at the root of the trouble—the liver. Bile Beans do this in the simplest, safest, and most economical manner, and are therefore, the only medicine to purchase. Read what Miss Alice Thompson, of 49, Eliza Ann Street, Manchester, England, says regarding her case by Bile Beans.

"In consequence of liver disorders I began to loathe my food. I became so weak that it was labour for me to stand up, and my face became disfigured with dark red spots as large as a sixpence. I had no life in me; my blood seemed to have turned almost green. Indeed I was more dead than alive."

Work was out of the question, and my face became so bad with the blotches that I was ashamed to go into the street. The languor was so over-powering, and the shortness of breath so distressing, that I thought the end must be very near. At this time Bile Beans were brought under my notice, and I sent for some. The first bottle did me good, so I bought a further supply. Slowly the disfigurement disappeared, my appetite began to return, and my blood seemed to get richer. I persevered with the medicine, and steadily regained my strength, until now I am so well and hearty that I delight in my work. My recovery is solely due to Bile Beans. I do not, and I shall never cease to be grateful to them for my cure."

Such is the nature of the testimonials daily being received by the proprietors of Bile Beans. This great vegetable and scientific remedy is also a cure for indigestion, acidity, flatulency, constipation, piles, nervousness, anaemia, female ailments, weakness, sleeplessness, loss of appetite, liver complaint, headache, dizziness, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 15 cents (Mex.) per bottle.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meats. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong March 14, 1905.

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. R. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

CLARK'S STUDIO.

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904.

N. LAZARUS, OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

Hongkong, October 1, 1904.

D. NOMA, TATTOOER.

69, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 4 P.M. My 32 years experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all sources.

Hongkong, August 2, 1904.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
May 20	P. & O. Chusan	London	June 18	May 25
.. 24	G. M. S. Roon	Hamburg	July 2	.. 6
.. 30	M. M. Ernest Simons	Marseilles	June 28	June 27
June 3	P. & O. Nubia	London	July 2	.. 9
June 7	G. M. S. Bayern	Hamburg	July 2	.. 10
June 13	M. M. Polytechnie	Marseilles	July 11	July 10
June 17	P. & O. Bengal	London	July 16	July 23
June 21	G. M. S. Zieten	Hamburg	Aug. 2	.. 24
June 27	M. M. Calcedonia	Marseilles	July 26	.. 24

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 24	C.P.R. Athenian	Vancouver.	June 17
.. 31	do.	Empress of China.	.. 21
June 7	do.	Empress of India.	.. 27
.. 13	do.	Tartar	.. 27
.. 20	do.	Empress of Japan.	.. 29
.. 27	do.	Empress of China.	.. 30
Aug. 3	do.	Athenian	.. 23
.. 10	do.	Empress of India.	.. 13

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 24	P. M. S. Manchuria	San Francisco	June 20
.. 31	O. & O. Doric	do.	.. 27
June 7	P. M. S. Korea	do.	.. 27
.. 13	O. & O. Optie	do.	.. 21
.. 20	P. M. S. Siberia	do.	.. 21
.. 27	P. M. S. Mongolia	do.	.. 16
.. 28	P. M. S. China	do.	.. 20

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 29	N. D. L. Prinz Sigismund	Sydney.	June 21
June 5	E. & A. Changha	do.	.. 27
June 10	E. & A. Eastern	do.	.. 27
.. 12	O. N. Chingta	do.	.. 28
.. 12	E. & A. Australian	do.	.. 28
.. 12	O. N. Taiwan	do.	.. 28
.. 12	E. & A. Empire	do.	.. 30
.. 14	O. N. Tainan	do.	.. 30
.. 14	E. & A. Eastern	do.	.. 30
.. 19	O. N. Changsha	do.	.. 30

AUCTIONS.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Auction No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION.

BY ORDER OF THE SUPREME COURT OF HONGKONG.

VALUABLE LEASEHOLD PROPERTY.

situate at Victoria, in the Colony of Hongkong.

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock a.m.

at Messrs HUGHES & HOUGH'S SALES ROOMS, 10, DES VŒUX ROAD CENTRAL.

ALL that right of Equity of Redemption of and in all those portions of Marine Lot No. 225 which are registered in the Land Office as Sub-sections Nos. 3, 4, 5, and 6 of Section D of Marine Lot No. 225 and which said Pieces or Parcels of Ground contain by admeasurement in the whole 5712 square feet and are more particularly delineated on the plan thereof annexed to an Indenture of Assignment dated the 31st December, 1895, and registered in the Land Office by Memorial No. 10,978, with the Dwelling house known as Nos. 3, 5, 7 and 9, Tung Lok Lane, and Nos. 10, 12, 14 and 16, New Market Street, Victoria aforesaid, and are held from the Crown for the Residue of a term of nine hundred and ninety-nine years granted by a Crown Lease dated the 14th day of December, 1878. Annual proportion of Crown Rent \$10.31.

For further Particulars and Conditions of Sale, apply to

Messrs JOHNSON, STOKES AND MASTER,

Solicitors for the Plaintiff in the above sale, who have the conduct of the said Sale;

Or to

Messrs EWENS AND HARTSON,

Solicitors for the Defendant, Li Tsung Pak, otherwise known as Li Po Low, the Defendant in the said action;

Or to

Messrs HUGHES & HOUGH,

Government Auctioneers.

Dated the 13th day of May, 1905. 953

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

Messrs HUGHES & HOUGH have been instructed to Sell by Public Auction,

on

WEDNESDAY,

the 31st May, 1905, at 3 o'clock, in the afternoon, at their Office, No. 3, Des Vœux Road Central, (Corner of Ice House Street),

THE VERY VALUABLE

RECLAMATION PROPERTY

being Sub-sections 3, 4, 5 and 6 of Section D of the Reclamation to Marine Lot No. 225 in ONE LOT.

This LOT comprises Nos. 3, 5, 6, 7 and 8, Connaught Road West, Victoria, Hongkong.

The Property is held under the usual Reclamation Agreement at the annual Crown Rent of \$146. Area about 7,942 square feet.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

Messrs DEACON, LOCKER & DEACON, 1, Des Vœux Road Central, and also of the

AUCTIONEERS.

Hongkong, May 15, 1905. 964

PUBLIC AUCTION.

Messrs HUGHES & HOUGH have received instructions to Sell by Public Auction,

on

MONDAY,

the 12th day of JUNE, 1905, at 3 P.M., at their SALES ROOMS,

The following

VALUABLE LEASEHOLD PROPERTY

situate at Victoria in the Colony of Hongkong viz:—

All that Piece or Parcel of Ground situate at Victoria aforesaid, registered in the Land Office as Sub-sections 3, 4, 5 and 6 of Section D of the Reclamation to Marine Lot No. 225 in ONE LOT.

Square feet or thereabouts. Term 997 years. Annual Crown Rent \$70.40; together with the message thereon known as "Greenmount" Bonham Road, Victoria aforesaid.

For further Particulars and Conditions of Sale, apply to

Messrs JOHNSON, STOKES AND MASTER,

Solicitors, or to

Messrs HUGHES & HOUGH,

Auctioneers.

Hongkong, May 13, 1905. 968

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, GORDON & GORRY, Ludgate Circus, E.C. 4. BARRA, 10, Abchurch Lane, E.C. 4. BARRA, 10, Abchurch Lane, E.C. 4. BARRA, 10, Abchurch Lane, E.C. 4.

PARIS AND EUROPE.—MAYNARD, FAYE & CO., 18 Rue de la Grange Batelière.

NEW YORK.—THE CHINESE EXPRESS CO., 10, Nassau Street, N.Y.

SAN FRANCISCO.—J. & A. MERRILL & CO., 10, Market Street, S.F.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORRY, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo.

BATAVIA.—H. M. VAN DER BEEK & CO., SINGAPORE, STRAITS, &c.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila.

OHIO.—A. S. WATSON & CO., LIMITED, Pootung, BROOKETT & CO., LONDON, LANE, CRAWFORD & CO., and KELLY & WALES, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALES.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THAI, COCHINA AND JAPAN.

Entrusted to the Society of the "MISSION EMANUEL".

(Translated by EDWARD HANFORD-PARKER and Reprinted from the CHINA REVIEW.)

PRICE ONE DOLLAR.

For Sale at The "CHINA MAIL" Office, 5, Wyndham Street.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Alcester	despatch-boat	1700	12	3000	Comdr. Richard M. Harbord	Wei-hai-wei
Albion	battleship, 1st class	12,550	42	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	ship	1050	6	400	Reserve	On way London
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Wigham, C.V.O.	Hongkong
Andromeda	cruiser, 2nd class	4350	10	16,500	Capt. R. N. Omsen	Shanghai
Donaventure	cruiser, 2nd class	4350	10	7000	Capt. H. G. Tufnell	Mir Bay
Strasburg	gunboat, 1st class	210	6	1800	Reserve	Hongkong
Britonart	battleship, 1st class	710	6	1800	Reserve	Mir Bay
Centurion	water tank and tug	390	—	300	Captain Fegan	Hongkong
Cherub	torpedo boat destroyer	360	6	6700	Lieut.-Comdr. Stevenson	Hongkong
Fame	battleship, 1st class	12,950	16	13,500	Captain Hook, Walter G. Stopford	Mir Bay
Glory	torpedo boat destroyer	270	6	4000	Reserve	Hongkong
Hardy	Special Torpedo-vessel	6400	—	2400	Capt. E. F. B. Charlton	Hongkong
Harr	cruiser, 1st class	12,000	14	21,000	Lieut.-Comdr. F. M. Risdor	Mir Bay
Hecla	storehouse	1640	—	800	Reserve	Hongkong
Hoguer	cruiser, 3rd class	3600	17	9000	Capt. W. B. Fackner	Yangtze
Idiphenia	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Janus	river gunboat	180	2	240	Lt.-Comdr. E. V. R. Dugmore	West River
Kinsh	river gunboat	180	2	240	Lt.-Comdr. F. B. Noble	Mir Bay
Moorehen	battleship, 1st class	12,950	16	13,500	Captain T. G. Grist	West River
Ocean	torpedo boat destroyer	360	6	6800	Reserve	Hongkong
Otter	sloop	1015	6	1400	Reserve	Hongkong
Ramirez	Special Torpedo-vessel	855	6	650	Comdr. O. E. Meuro	West River
Robin	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Hongkong
Rosario	river gunboat	85	2	240	Reserve	Hongkong
Sandpiper	cruiser, 2nd class	3800	8	8000	Capt. O. H. H. Moore	Yangtze
Sirius	river gunboat	85	2	240	Lt.-Comdr. Davidson	Singapore
Snipe	torpedo boat destroyer	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Sunbird	cruiser, 1st class	280	6	6500	Reserve	Hongkong
Taku	torpedo boat destroyer	460	6	6500	Comdr. G. D. Wilson	Yangtze
Tamar	river gunboat	180	2	240	Lt.-Comdr. A. Gregory	Hongkong
Teal	cruiser, 2nd class	3400	8	9000	Capt. J. A. O. Wilkinson	Singapore
Thetis	coast defence gunboat	12,950	16	13,500	Reserve	On way Hongkong
Vegeance	battleship, 1st class	12,950	16	13,500	Lieut.-Comdr. A. Gregory	Hongkong
Waterwitch	torpedo boat destroyer	360	6	6800	Comdr. R. W. Abney	Hongkong
Whiting	surveying ship	380	6	5000	Lieut.-Com. C. E. L. Thomas	Hongkong
Woodcock	torpedo boat destroyer	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.		
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Ginzzenberger	Singapore	
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti Franz	Swatow	
Acheron	French armoured gunboat	1798	10	1700	Comdr. Laferrere	Saigon	
Albatros	French gunboat	300	7	400	Lieut. A. Varney	Saigon	
Aspic	French gunboat	273	6	500	Lieut. Crespin	Canton	
Avantgarde	French gunboat	140	5	150	Lieut. Jarnet	Saigon	
Bengal	French gunboat	680	6	400	—	Haiphong	
Bugard	French cruiser	3740	28	9000	Capt. Lefevre	Saigon	
Cassiope	French gunboat	140	5	150	—	Saigon	
Chastrenant	French cruiser	8018	18	17,000	Captain V. Poidlou	Haiphong	
Chateaufort	French gunboat	626	10	438	Commander Louet	Saigon	
Cherbourg	French gunboat	690	10	500	Commander L'Est	Haiphong	
Cherbourg	French cruiser	4000	31	9500	—	Hongkong	
Cicouche	French gunboat	—	—	—	—	Saigon	
Cordouan	French destroyer	350	7	393	Lieut. Jehenne	Haiphong	
Cordouan	French cruiser	9278	36	20,300	—	Haiphong	
Cordouan	French gunboat	—	—	—	—	Shanghai	
Cordouan	French destroyer	307	7	300	Lieut. Comdr. Baccusant	Haiphong	
Cordouan	French gunboat	1254	6	2200	Captain Ver Le Gelleu	Haiphong	
Cordouan	French gunboat	9700	12	19,600	Captain Gros	Shanghai	
Cordouan	French torpedo-boat	350	7	300	Lieut. de Veau Pab	Haiphong	
Cordouan	French gunboat	—	—	—	—	Haiphong	
Cordouan	French cruiser	4015	27	8600	Capt. Serrès	Tientsin	
Cordouan	French torpedo-boat	350	7	300	Lieut. de Gherber	Hongay	
Cordouan	French cruiser	9437	36	20,300	—	Haiphong	
Cordouan	French cruiser	1758	10	1700	Capt. Yvonnet	Saigon	
Cordouan	French cruiser	9566	—	30,000	Captain Guiberteau	Saigon	
Cordouan	French gunboat	628	2	900	Lieut. Holgue	Shanghai	
Cordouan	French gunboat	—	—	—	—	Shanghai	
Cordouan	French gunboat	8180	23	4500	Captain Blonde.	Yangtze	
Cordouan	French cruiser	123	7	500	Lieut. Carol	Along Bay	
Cordouan	French gunboat	—	—	—	—	Canton	
Cordouan	German cruiser	1857	15	2900	Capt. Huss	—	
Cordouan	German flag ship	11,000	36	14,000	Captain Provo	Manila	
Cordouan	German cruiser	1776	15	2960	Comdr. von Strudts	Singapore	
Cordouan	German cruiser	8230	34	10,000	Capt. Weber	—	
Cordouan	German cruiser	6600	37	10,000	Capt. Baron Schimmelmarm	Singapore	
Cordouan	German gunboat	900	10	1300	Comdr. Baron von M. Hüllessem	Nanking	
Cordouan	German gunboat	900	10	1300	Comdr. Kroenke	Amoy	
Cordouan	German gunboat	850	10	1344	Comdr. Kroenke	Hongkong	
Cordouan	German gunboat	1009	8	875	Comdr. von Grumkow	Manila	
Cordouan	German cruiser	1640	15	2800	Comdr. Persius	Shanghai	
Cordouan	German cruiser	2680	24	9400	Captain Voit	Shanghai	
Cordouan	German gunboat	100	10	1300	Comdr. Simling	—	
Cordouan	German gunboat	170	9	1300	Comdr. Glöber	Canton	
Cordouan	German gunboat	—	3	500	Lieut. Scharr	Shanghai	
Cordouan	Italian cruiser	2300	10	7471	Captain Borea Nicol	—	
Cordouan	Italian cruiser	3600	—	—	Captain Probitore	Shanghai	
Cordouan	Italian cruiser	2498	29	7000	Capt. Pescato	Shanghai	
Cordouan	Portuguese cruiser	1950	14	4900	Captain d'Antas Ribeiro	Macao	
Cordouan	Portuguese gunboat	720	—	—	Captain Coutinho	Macao	
Cordouan	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	—	
Cordouan	Russian gunboat	810	8	730	Comdr. Guint	Vladivostok	
Cordouan	Russian cruiser	5600	5	4700	Comdr. Gramatchekoff	Port Arthur	
Cordouan	Russian cruiser	8000	27	14,000	Capt. Helzensohnt	Shanghai	
Cordouan	Russian cruiser	7800	10	16,500	—	Port Arthur	
Cordouan	Russian gunboat	1050	8	1150	Comdr. Erjckovich	—	
Cordouan	Russian cruiser	6640	12	19,500	—	—	
Cordouan	Russian cruiser	6731	6	8000	—	Saigon	
Cordouan	Russian gunboat	1456	3	1700	Capt. Naszkowsky	Port Arthur	
Cordouan	Russian gunboat	9	500	5500	Comdr. Jourlet	Port Arthur	
Cordouan	Russian gunboat	1490	6	5000	Capt. Zagoransky	—	
Cordouan	Russian cruiser	15,364	44	14,500	Captain Jessen	Vladivostok	
Cordouan	Russian gunboat	1900	6	1000	Comdr. Shmoff	—	
Cordouan	Russian gunboat	1224	7	1400	Commander Oron	Shanghai	
Cordouan	Russian cruiser	3300	6	17,000	—	Shanghai	
Cordouan	Russian gunboat	6	1490	6	2000	Comdr. Vasiloff	Shanghai
Cordouan	Russian battleship	19,974	16	14,500	Captain Koroff	Port Arthur	
Cordouan	Russian battleship	19,960	16	16,000	Captain Jakovitch	—	
Cordouan	Russian battleship	12,674	15	14,500	Capt. Zatarcieng	Damagay	
Cordouan	Russian battleship	19,980	16	16,000	Captain Ozeroff	Port Arthur	
Cordouan	Russian cruiser	1334	10	1788	Comdr. Livon	Port Arthur	
Cordouan	Russian battleship	19,902	16	16,000	—	Port Arthur	
Cordouan	Russian protected cruiser	12,670	6	12,000	Captain Sepelennipoff	Vladivostok	
Cordouan	Russian protected cruiser	10,923	26	13,250	Capt. Matzenich	—	
Cordouan	Russian battleship	10,980	16	16,000	Captain Serbrankoff	Port Arthur	
Cordouan	Russian gunboat	950	3	1125	Lieut. Comdr. Ironoff	Port Arthur	
Cordouan	Russian gunboat	500	9	3300	Comdr. Zagoransky-Kleeal	Port Arthur	
Cordouan	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur	
Cordouan	U. S. cruiser	5769	28	7500	Capt. Dyce	—	
Cordouan	U. S. gunboat	1000	12	1227	Capt. Rohrer	Cavite	
Cordouan	U. S. torpedo-boat destroyer	4320	7	8000	Lieut. Woodward	Manila	
Cordouan	U. S. cruiser	4900	—	—	Capt. Sargeant	Manila	
Cordouan	U. S. torpedo-boat destroyer	4320	7	8900	Lieut. Irwin	Manila	
Cordouan	U. S. gunboat	201	10	600	Lieut. Dimaker	Hongkong	
Cordouan	U. S. torpedo-boat destroyer	4320	7	8000	Lieut. E. P. Jessop	Manila	
Cordouan	U. S. cruiser	5213	19	7500	Comdr. Hinge Omerhaas	Oriente	
Cordouan	U. S. torpedo-boat destroyer	4320	7	8000	Lieut. Gannell	Manila	
Cordouan	U. S. torpedo-boat destroyer	4320	7	8000	Lieut. A. W. Knox	Manila	
Cordouan	U. S. gunboat	564	10	6000	Lt. Comdr. J. H. Ford	Shanghai	
Cordouan	U. S. gunboat	1362	8	1868	Comdr. P. E. Sawyer	Manila	
Cordouan	U. S. monitor	3250	8	3000	Captain B. B. Millan	Shanghai	
Cordouan	U. S. monitor	4054	4	5244	Comdr. J. B. Millan	Cavite	
Cordouan	U. S. cruiser	3437	20	7500	Commander G. B. Harbo	Manila	
Cordouan	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila	
Cordouan	U. S. gunboat	201	3	250	Ensign J. E. Eas	Cavite	
Cordouan	U. S. gunboat	201	3	250	Capt. Bennett	Cavite	
Cordouan	U. S. cruiser	4000	14	6000	Capt. J. B. Collins	Manila	
Cordouan	U. S. cruiser	3318	18	7500	Comdr. Marshall	Shanghai	
Cordouan	U. S. cruiser	4038	27	9913	Captain Vary	Manila	
Cordouan	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai	
Cordouan	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai	
Cordouan	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila	
Cordouan	U. S. flagship	12,000	50	12,600	Captain Clover	Manila	

beneath the water line, so much so, indeed, that the calculations they will lose between two and three knots in speed. They were all prepared for action, and the upper works were clean, and the decks and armament spot and spot.

Continuously the crews were kept at gun drill, but there was no firing done during the eight hours that the narrator was present.

Colliers were busily engaged along-side several of the warships, whose decks were being packed to a height of four feet with baskets of coal, and junk laden with cattle continuously by wharf alongside and disposed of their cargoes. The Russians do not intend to starve themselves, and there appeared to be an abundance of fresh food and other good things about.

The men, of whom there were big crowds, were in the pink of condition, and appeared to take interest in their drill. The discipline is strictly enforced and several men have been flogged for breaches of regulations since the fleet has been in these waters.

One lieutenant, too, who disobeyed or bungled an order, was some weeks ago paraded before the crew of his ship, and his stripes were cut from his uniform with his own sword; then his clothes were torn from him by his fellow officers and he was condemned to work as a common sailor on board. Thus the men are taught to work and fight. Already many have deserted, two going from Camranh to Tonkin where they joined the French foreign legion.

Throughout the day communication was constantly kept up with the vessels outside by torpedo-boat destroyers and at night-time a guard of destroyers was set to be on the look-out for possible attacks by the Japanese.

That the Russians fear the Japanese is obvious. They desire to avoid a conflict if possible, and they hope by strategy to reach Vladivostok without being obliged to defend themselves.

It is inevitable the Admiral hopes by his preponderance of weight to force a passage through the Japanese lines and so get at least some of his ships to Vladivostok. So far as could be found out no route to Vladivostok has been decided upon, but it is possible that a rush past the north of the Philippines might be attempted. The question is puzzling the Admiral greatly, and the very uncertainty of his chances of success is likely to cause him to linger in these waters as long as possible. He realises that the Japanese have the better of him in homogeneity of cruisers, but he looks to his battle ships to destroy them, and fancies that they will do so.

On Wednesday Admiral Rozhdestvensky was joined by the third fleet, consisting, it is said, of two battleships, five cruisers, and seven torpedo-boats, which, if such be the case, will make his strength roughly:

Nine battleships.
Thirteen cruisers.
Seventeen torpedo-boat destroyers, and several volunteer fleet vessels.

The late arrivals have to be got ready for action, and it is expected that fully a week or two will be spent on this work, which will be rendered all the more difficult by reason of the fact that the fleet has to be on the move at least every two days.

The French authorities are doing their utmost to prevent information getting out, and Captains of French and German ships have been requested to say nothing regarding what they might see off the coast. On the night of the 8th two protected cruisers from Rozhdestvensky's fleet visited Cape St. Jacques, but strange to say no one saw them, although the Lieutenant-Governor is said to have ordered them away when they anchored.

At present there are about 70 collars and transports about the river, and tomorrow morning I hope the coast to see what is to be seen.

Battleships off Labuan.

The Captain of the steamer "Borneo" reports that prior to his departure on the present voyage information was received by the Governor of Borneo that five battleships were anchored at Gata Island, near Labuan.

Destroyers sighted.

The French Mail steamer "Polynesian," from Saigon, brought very little fresh news of the Baltic fleet or the movements of any of the Russian vessels, as far as the experiences of the voyage were concerned. The mail steamer left Saigon on the 12th instant, and on the evening of the following day the Chief Officer reported having sighted six war-ships which he made out to be torpedo-boats or destroyers. They were off Cape Padaran and were cruising without lights, travelling at a rate of about 12 knots per hour. They evidently saw the Mailboat but did not interfere with her in any way and were apparently lost sight of. When off Hon Koh Bay two more destroyers were sighted, scouting, but they were too far distant to make them out at all distinctly and, as the officer put it, might have been Japanese. The probabilities are, however, that they were Russians.

At Saigon no fresh news of an international nature was gleaned. There were a few number of collisions in the river, but no serious damage.

OUR JAPANESE LETTER.

The Baltic Fleet

Count Okuma's Speech.

(From Our Correspondent.)

Tokio, May 1.

It is extraordinary to observe the change in the tone of the foreign community with reference to the Baltic fleet. The importance of its mission was largely discounted by the tragicomic episode of the Dogger Bank and the seemingly inexplicable philandering at Madagascar. But now there is a tardy recognition of the fact that there is an immense amount of floating war material located in the waterways which are the main artery of commerce for Japan and that the result of the naval engagement if it ever comes off is on the knees of the Gods. There is no working out of the result of marine warfare, if the force be anything like equal, as a simple question, as the element of luck must be taken into account. Why, I have been unable to ascertain, but the impression is once more growing that Peace with a capital "P" is in the air. My private opinion is that it will not come to earth. Japan must have an indemnity or she loses what she has been fighting for, i.e., crippling Russia as to make another war impossible. Russia cannot pay an indemnity, as if she does she will forfeit her position among the great powers. There is the deadlock in a nutshell, and if there is a way out the direction in which it is to be sought is not unduly apparent.

On top of the popular anxiety and uncertainty occasioned by the proximity of the Russian Armada comes the remarkable speech made last week by Count Okuma. That gentleman holds a position only second to Ito in the esteem of Japanese and foreigners alike, and any utterance of his must be received with respect and attention. The very day he delivered his speech at a meeting of the Opposition, or what used to be the Opposition, the official announcement of losses in the field since the beginning of the war was made. Roundly the number of killed was given as 30,000. Okuma declared it to be 50,000. But a still more pregnant disclosure was the announcement that Japan has had 1,000,000 men in the field. Of course those of us who were permitted to go to the front quickly discovered that it was impossible to get any definite information as to the numbers engaged in any of the battles we witnessed. We were always supplied with an estimate of the enemy's strength but we were kept entirely in the dark as to our own. Granting that Okuma's figures are correct, and in the absence of any contradiction we must presume they are, the Russians have been beaten by sheer weight, not by superior fighting qualities, nor by superior generalship. The question at once arises what will be the result if Russia elects to fight it out and place a numerically equal or even superior force in the field? Speaking as a well-wisher and admirer of Japan, and as one who has seen a fair amount of the fighting, I must confess that I have my doubts. Our allies are magnificent fighters and their organisation is as perfect as anything in the world. But the Russians are also magnificent fighters and it would be absurd to suppose that they have learnt nothing in regard to organisation during the past year. But putting speculation on one side and returning to fact it remains that Okuma's speech throughout was pessimistic in tone, the first pessimistic utterance one might say that has been heard from a Japanese publicist since the war began. And most significant of all there was no dissenting voice raised when the Count spoke in such a way that some people began to suspect that a great disaster had happened and that the news was being broken in this manner. Personally I believe that all he had in mind was the possibility of disaster which must needs be ever present.

The defection of the dead who fell in the course of this war which is being held at Shio Kongo has been carried out during the day and will be continued for four days. The Emperor was to have been present but he is indisposed and his place has been taken by the Crown Prince.

INDIA'S PERIL.

Alleged Warning from Balfour. London, May 12.—Premier Balfour rather startled Europe to-day by the statement that Great Britain must prepare to fight Russia. He said emphatically that the Bear had designs on India and that England must not forget this for a day, but must make ready to drive back the other mile nearer to the British Indian borders might be gained. Premier Balfour said that he did not intend his statement as that of an alarmist, but thought it best to be outspoken that every precaution might be taken against the evil time when the Bear, having laid his plans, would seek to put them into execution. The newspapers comment on the statement at length and all agree with Balfour and urge a larger white army in India and stronger fortifying of the frontier.

It is pointed out that Russia's advance through Afghanistan has been steady and malignant, and that the situation there is even more acute since the Russo-Japanese war. When the war is over and Russia has more energy for the task, England must look for swift developments on her Indian border.—Globe.

STEARNS' WINE prominently the ideal reconstructive tonic when the digestive system is in a state of degeneration.

BERTHING OF THE "SLAVONIA."

Case Against a Pilot.

The hearing of the charges against Pilot Lawlor in connection with the accident to the steamer "Slavonia" was continued, at the Magistrate's Court, before Mr. E. A. Hazeland, and Mr. Basil Taylor (assessor).

Captain Brown continuing his evidence said that there was one method of berthing a ship which was quite safe under all conditions. This was to bring the ship up at right angles to within about 150 feet of the wharf and, if necessary, drop the anchor. The ship would then be perfectly still. She could then be hauled in either bow first or stern first as desired. It was not absolutely necessary to drop an anchor, but if the ship went in bow first it was safest to drop an anchor and see how the tide was. It could easily be seen from the ship's swinging whether there was any tide or not. If the anchor was not dropped there was always a certain amount of risk. It did not necessarily follow that because there was no tide at the wharf that there was none where the ship dropped her anchor or further out. In bringing a ship up to the south side of the No. 1 wharf, the only danger to look out for was not to get on the No. 2 wharf.

In his eighteen years' experience he did not remember any case of a ship being brought up towards one wharf drifting and striking one of the others. He remembered some pretty close shaves. The avoided collision by going astern and getting out of the danger. The last ship he remembered was the "Ben Lury." She was coming into the No. 2 wharf and nearly struck No. 3. In this case the bow rope was either let go or broken. Another case was the German Mail steamer about five years ago, under similar circumstances. In this instance the stern line parted and the ship went astern and got out. The "Slavonia" had ample time to have gone astern. In experimenting after the accident he found that there was half-knot tide between the wharves and a knot tide about 50 feet off the end. He considered in the circumstances in which the "Slavonia" dilted on to the wharf she got off very lightly. It showed that there was very little tide.

It was not the practice when a ship was being berthed at one pier to have men ready with fenders at the opposite one. He remembered one case when the fenders were put over the side of the wharf but they were not used.

A letter was read from the agents of the "Slavonia" in which the Wharf Company was held to be responsible for the damage to the steamer. It stated that different times spoken to the pilots as to the best way of bringing a ship up to the wharves. There were precautions that could be taken by whoever was in charge of the ship.

This concluded the examination in chief and the case was further remanded until Tuesday next.

The marriage between Mr. R. V. Chapman, Inspector of Telegraphs, and Miss Mary Ashmead, is fixed to take place on Tuesday, May 22, at the Roman Catholic Church, Sandakan, says the B. N. Herald.

Troop Reliefs for Tientsin.

Last night (May 3) about ten o'clock the lighters arrived at the wharf bringing up the Indian reliefs consisting of the 67th Sikhs, about 600 strong, Major Sandy being in command. The first lighter was apparently not expected at this time and only one sergeant was there to meet the new arrivals. He was lined up in single column, and was able to explain to the commanding officer that this was Tientsin and that the 2nd House Hotel was just round the corner. This information relieved the tension somewhat, and it was unanimously decided to put up for the night at the Hotel House Hotel. The rank and file remained on board the lighters and evidently survived the ordeal, as they were all there this morning and disembarked at an early hour. Six of the West Kents, with one sergeant, came up also from Hongkong. Yesterday morning the 4th Sikhs, under Major Hall and Lieut. Balston and Talbot, were met by the 67th Sikhs and the 2nd House Hotel was just round the corner. 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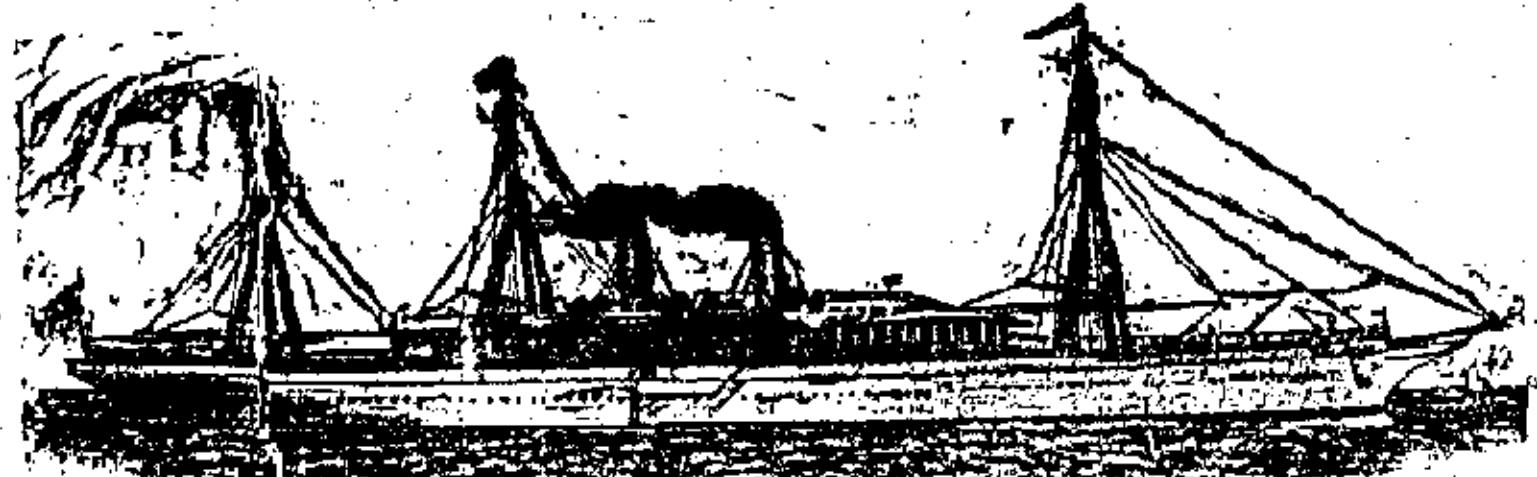
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Hongkong, May 15, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed Sailings from Hongkong for
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
HYADES	3753	Geo. Wright	About May 23.
PLEIADES	3753	F. G. Purinton	About June 30.
SHAWMUT	9506	E. V. Roberts	About July 12.
TREMONT	9506	T. W. Garlick	About Aug. 8.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUIRINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in hold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

QUEEN'S BUILDINGS,
Hongkong, May 8, 1905.

Dodwell & Co., Limited,
GENERAL AGENTS.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	HECTOR	22nd May.
GLASGOW AND LIVERPOOL	HYPERION	30th May.
GLASGOW AND LIVERPOOL	PRAM	31st May.
GLASGOW AND LIVERPOOL	GLAUCUS	6th June.
GLASGOW AND LIVERPOOL	FOXON HALL	16th June.
GLASGOW AND LIVERPOOL	YANGTZE	18th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	18th June.
GLASGOW AND LIVERPOOL	ASAK	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	LAERTES	20th May.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	20th May.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	30th June.
* GENOA, MARSEILLES & LIVERPOOL	PRAM	20th June.
AMSTERDAM, LONDON & ANTWERP	HYPERION	20th June.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18th July.
LONDON, AMSTERDAM & ANTWERP	PRAM	20th July.
* GENOA, MARSEILLES & LIVERPOOL	PRAM	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via YANAGIWA	YANGTZE	21st June.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 8, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SEAORIENT	18th May.
SINGAPORE & SHANGHAI	SEAORIENT	19th May.
SWATOW, TSINGTAU, CHEFOO	CHERI	19th May.
AND TIENSIN	TAMING	23rd May.
MANILA	SUNOKIANG	23rd May.
CEBU & ILOILO	KATONG	25th May.
MANILA, LAMBOANG, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	9th June.

By these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, May 16, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon staterooms,
Electric Light, First-class Cuisine—Surgeon and
Stewards carried. All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2840	A. Noley	Manila	May 20, at Noon.
ZAFIRO	2840	R. Rodger	"	May 27, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.
Hongkong, May 15, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUZ CANAL.
(WITH LIBERTY TO CALL AT THE
MALABAR COAST.)

S.S. ATHOLL	18th May, at 4 p.m.
S.S. NORDPOL	About 15th June.
S.S. INDRAWADI	About 25th July.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, May 11, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

The following Chartered Steamers will run at Intervals of about 3 Weeks—

S.S. SWANLEY	...	Captain J. P. Dawson
S.S. COURTFIELD	...	J. W. Martin
S.S. ORANBY	...	M. Robertson
S.S. IKRAL	...	C. E. Cox
S.S. ASCOT	...	J. G. Williamson
S.S. LOTHIAN	...	E. S. Pease
S.S. INKUM	...	J. Rowley
S.S. SEEL	...	Geo. Shepherd
S.S. SPALDA	...	R. P. Chavies
S.S. INDRASHAMA	...	J. Cunningham
S.S. SAVELLI	...	Geo. Brown
S.S. CATHARINE PARK	...	Corp.
S.S. INKULA	...	Draw.

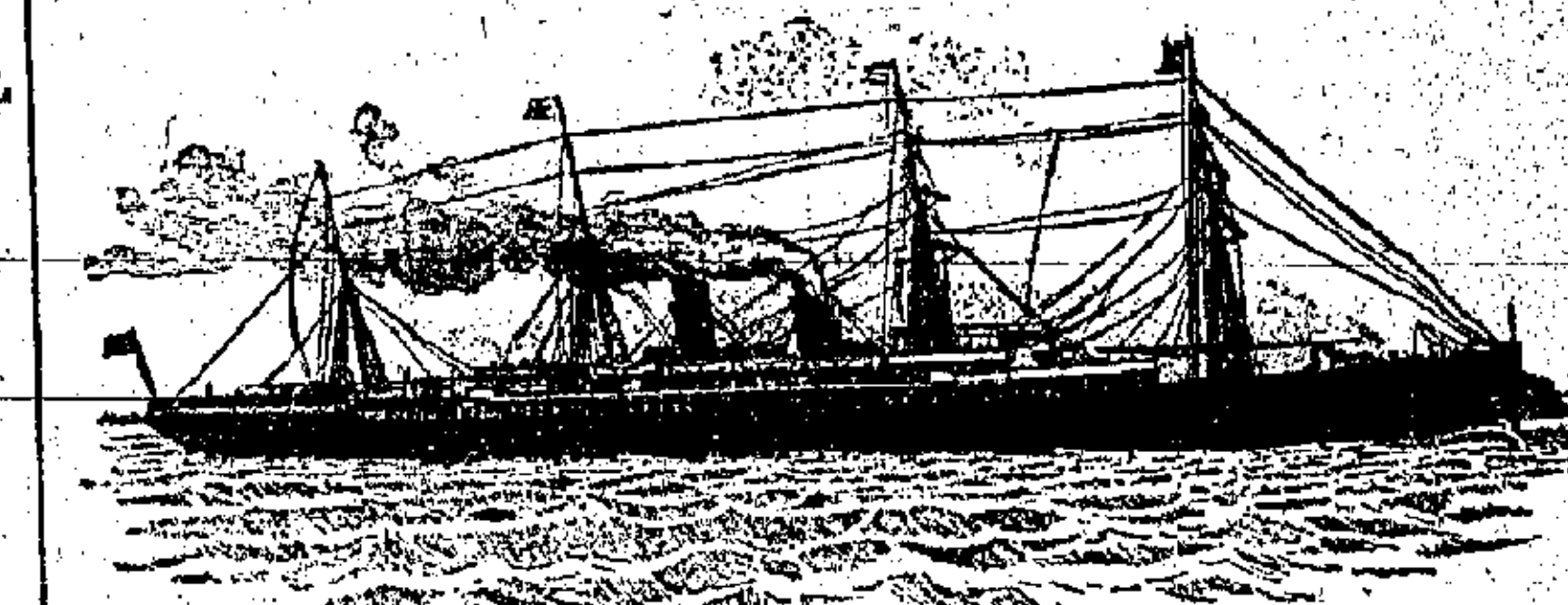
For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU,
the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

DORIC	4784 Gross Tons	WEDNESDAY, 4th May, at Noon.
KOROKA	11,276	TUESDAY, 20th May, at Noon.
KOROKA	11,276	TUESDAY, 13th June, at Noon.
COMPTON	4,352	THURSDAY, 22nd June, at Noon.
SIBERIA	11,284	THURSDAY, 6th July, at Noon.
MONGOLIA	13,639	TUESDAY, 18th July, at Noon.
CHINA	5,000	FRIDAY, 28th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23th, 1902; 10 days, 15 hours.

THE P. M. Steamship DORIC will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONO-
LULU on WEDNESDAY, the 4th May, at Noon, taking Freight for Japan, the United
States, and Europe. Passengers are allowed to break their journey at any point
en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central
and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.

Hongkong, May 12, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN, Via SWATOW AND CHEFOO	WOSANG	WEDNESDAY, May 17, at 3 p.m.
SHANGHAI	CHOISANG	THURSDAY, May 18, at 4 p.m.
SINGAPORE, SOURA BAYA & SAMARANG	ONSANG	FRIDAY, May 19, at 5 p.m.
MANILA	LOONGSANG	FRIDAY, May 19, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tiensin and Yangtze
Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, May 12, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJANAS	JAVA PORTS.	First half June.	JAPAN, VIA SHANGHAI	First half June.
TIJLATJAP	JAPAN.	Second half May.	JAVA PORTS.	Second half May.
TIJMAHI	JAPAN.	First half June.	JAVA PORTS.	First half June.

The Steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.
For particulars of Freight and Passage, apply to the
HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.
TELEPHONE No. 375.
Hongkong, May 2, 1905.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA
AND KOBE.

THE Steamship EASTERN,
Captain ELLIS, will be despatched as
above on WEDNESDAY, the 17th Inst.,
at 10 a.m.

This well-known Steamer is especially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess
are carried.
N.B.—To assure the additional comfort
of passengers, the steamers of the Company
have electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 15, 1905.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and
Queensland Ports, and taking through
Cargo to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship EASTERN,
Captain ELLIS, will be despatched for
the above Ports on SATURDAY, the 10th
June, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigerating
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
The Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess
are carried.
N.B.—To assure the additional comfort
of passengers, the steamers of the Company
have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 9, 1905.

THE COMPANY'S STEAMSHIP
MARIA VALERIE.

Captain BRISBANE, will be despatched
as above on THURSDAY, the 1st June,
1905, p.m.

This Steamer has capital accommodation
for passengers, Electric Light and carries a
Doctor.
For information as to Passage & Freight,
apply to
SANDER, WIELEK & Co.,
Agents,
Princes' Building,
Hongkong, May 5, 1905.

Hongkong, May 9, 1905.

Shipping.



STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PENINSULA AND
LONDON.

Through Bills of Lading issued for BATA,
VIA PERMAN, GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship CHUSAN, Captain
H. W. KERRICK, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Freight Passen-
gers and Cargo for the above Ports in con-
nection with the Company's s.s. Himalaya
6,688 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.
Suez and Yehia, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Persia, due in London on the 2nd July,
1905.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, May 6, 1905.

FOR NEW YORK,
VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship KENNEDY
will be despatched for the above ports on or
about the end of June, 1905.

For Freight, etc., Apply to
STANDARD OIL COMPANY
OF NEW YORK

Oriental Petroleum Company,
4 Des Voeux Road Central,
Hongkong, May 8, 1905.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER PALERMO.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ CANAL AND STRAITS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark and
delivered as can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here un-
less instructions are given to the contrary
before Noon, To-day.

Goods not cleared by the 20th May,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, May 15, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship Gregory Sparrow, having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.

Cargo impeding the discharge will be
landed at once at Consignees' risk and
expense. Cargo remaining on board after
4 p.m. of the 18th Instant will be
landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, Limited.

Consignees of Cargo from Singapore and
Penang are requested to take immediate
delivery of their Goods from alongside;
such Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, May 15, 1905.

THE
Bangkok Times.

THE LEADING NEWSPAPER
IN SIAM.

And widely circulated in Malaya, Coochin
China, the Straits Settlements,
and Burma.

A DAILY Newspaper, with a weekly Mail
Edition (20 pp.)
Subscription, DAILY (postage extra),
Ticals 60 a year.

Weekly, including postage, 22 p.m.
Advertisements: Rates per inch (6 lines)
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50, three times; Ticals 6, once 75;
week; Ticals 14, once 47; a first
month; subsequent months, Ticals 7
once 23.

A FURTHER feature of the "Bangkok
Times" is its Siamese version. This

